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SOVIET LOCOMOTIVE AND CAR PLANTS SHOW PROGRESS

CAR REPAIR PLANTS FULFILL PLANS AHEAD OF SCHEDULE -- Moscow, Gudok, 21 Sep 52

The Perovo Car Repair Plant imeni L. M. Kaganovich, which is well equipped to repair, and to supply spare parts for, electrified rolling stock fulfilled its 8-month quota 114.4 percent for gross output and 111.9 percent for commodity production. It also pledged to fulfill its 10-month quota by 5 October, ahead of schedule, and to conserve 130,000 kilowatt-hours of power, 208 tons of fuel, 35 tons of ferrous metal, to increase labor efficiency 9 percent above plan, and to show a profit of 1,100,000 rubles. It also pledged to build one repair train for the new electrified lines.

Gudok, 23 Dec 52

The Perovo Car Repair Plant imeni L. M. Kaganovich, which has been exceeding its repair quotas for some years, has also been improving its performance each year. It fulfilled its 1952 quota ahead of schedule by 25 November. It increased production 111.6 percent over 1951 and at the same time, cut production costs 9.7 percent below the 1951 level.

Moscow, Vechernyaya Moskva, 20 Oct 52

The Moscow Car Repair Plant imeni Voytovich fulfilled its 9-month quota for gross output and commodity production ahead of schedule. During this period, the plant conserved more than 90,000 kilowatt-hours and showed a profit of 2.5 million rubles above plan. In the new Five-Year Plan, the plant will be equipping car trucks with roller bearings.

- 1 -

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KIEV CAR PLANT INTRODUCES NEW METHODS, CUTS REPAIR TIME -- Moscow, Gudok, 10 Sep 52

The Kiev Car Repair Plant fulfilled its August quota for passenger car repairs 110 percent. By introducing new work methods, the plant cut labor on an average of 180 hours for capital repairs and 70 hours for medium repairs. It showed a profit of 186,000 rubles on capital repairs and 56,000 rubles on medium repairs.

Gudok, 23 Dec 52

The Kiev Car Repair Plant fulfilled its annual 1952 quota ahead of schedule by completing it on 16 December 1952.

LENINGRAD CAR PLANT TO BUILD CARS WITH ROLLER BEARINGS -- Leningrad, Leningradskaya Pravda, 3 Dec 52

The Leningrad Car Building Plant imeni Yegorov has made preparations to build cars equipped with roller bearings.

URAL CAR PLANT AHEAD IN PRODUCTION -- Kishinev, Sovetskaya Moldaviya, 29 Oct 52

The Ural Car Plant imeni Stalin is now producing more goods than at any time in 1952. It is now producing goods originally scheduled for production in 1953.

Frunze, Sovetskaya Kirgiziya, 9 Dec 52

Competition has started among the workers of the Ural Car Plant imeni Stalin to fulfill the Fifth Five-Year Plan in 4 years. Labor efficiency has increased sharply. The output for each shift has been increased 1.5-2 times above norm by 80 percent of the workers.

ORDZHONIKIDZE CAR PLANT CUTS TIME ON CAPITAL REPAIRS -- Moscow, Gudok, 23 Mar 52

More than 1,100 workers at the Ordzhonikidze Car Repair Plant imeni Kirov are engaged in competition to fulfill each operation successfully. The plant surpassed its January and February quotas for gross output and for car repairs.

Gudok, 22 Aug 52

In 1951, the Ordzhonikidze Car Repair Plant imeni Kirov cut the layover time of a four-axle car undergoing capital repairs 13.6 days below that of 1950. In 1952, the layover time of these cars was cut 15.7 days below the 1950 figure.

In 1950, the man-hours necessary to make capital repairs were, on an average, 1,771 man-hours for a two-axle car and 3,095 man-hours for a four-axle car. Labor efficiency was only 73.1 percent of plan. In 1951, the time was cut to 1,630 man-hours for a two-axle car and 3,088 man-hours for a four-axle car. Meanwhile labor efficiency rose to 105.9 percent above plan.

During 7 months of 1952, the man-hours involved in capital repairs dropped to 1,476 for a two-axle car and 2,713 for a four-axle car, while labor efficiency rose to 119.5 percent above plan. By cutting the time between operations, the plant increased its average monthly production by 3 cars over the period prior to making a reorganization of its production methods.

- 2 -

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USE LESS METAL TO BUILD CARS -- Petrozavodsk, Leninskoye Znanya, 19 Nov 52

By making technological improvements in production, the Kaliningrad Car Building Plant now uses 800 kilograms less metal per car in building dump cars. As a result, in 1952, the plant was able to cut production costs of these cars.

Moscow, Za Ekonomiyu Materialov, No 8, Aug 52

In 1952, the Altayskaya Car Plant in Chesnokovka used 9.1 tons of rolled stock to build a box car, as compared to 12.3 tons in 1948. The amount of rolled stock required to build a four-axle gondola car in 1952 was reduced to 11.1 tons, as compared to 14.9 tons in 1949.

TAMBOV CAR PLANT EXCEEDS JULY 1952 SCRAP QUOTA -- Moscow, Gudok, 26 Aug 52

The Tambov Car Repair Plant collected 1,500 tons of scrap in July 1952. Its wheel shop collected 900 tons, or 150 tons above quota.

STRYY CAR PLANT SHOWS 500,000 RUBLE PROFIT -- Moscow, Gudok, 11 Dec 52

By subassembling units and then repairing cars by the progressive method, the Stryy Car Repair Plant cut labor per car from 500 to 294 hours. Capital-repair costs were cut 300 rubles per car. During the 3-month period of September, October, and November 1952, the plant showed a profit of 500,000 rubles. The plant is having difficulty in obtaining tool steel from the Main Administration of Material Technical Supply and is forced to make tools from ordinary steel.

Gudok, 23 Dec 52

The Stryy Car Repair Plant fulfilled its 1952 repair plan ahead of schedule, repaired 46 cars above plan, and produced tens of tons of cast iron and forgings for the railroads. It has cut production costs considerably.

DOUBLE NORMS FOR SMELTING STEEL -- Moscow, Gudok, 18 Jun 52

Open-hearth smelters at the Ulan-Ude Locomotive-Car Repair Plant doubled norms for smelting steel without interrupting operations. They smelted 600 heats without having capital repairs made on the furnace.

FOUNDRYMEN HOLD CONFERENCE TO SAVE ON METAL -- Gudok, 18 Dec 52

Chief metallurgists and car-repair-plant foundry chiefs recently held a conference at Leningrad. They discussed the results of investigations concerning the operating qualities of car brake shoes. The conference brought to the attention of the Main Administration of Car Repair Plants the necessity of rechecking the design of a number of car parts with the intention of saving metal and cutting losses during the casting of the various parts.

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MICHURINSK LOCOMOTIVE PLANT GETS RED BANNER -- Moscow, Gudok 27 Aug 52

The Michurinsk Locomotive Repair Plant pledged to fulfill its annual quota for gross output ahead of schedule, increase its labor efficiency 4 percent above the second quarter of 1952, and to repair four locomotives above quota by 30 September 1952.

Gudok, 1 Nov 52

The Michurinsk Locomotive Repair Plant received the Red Banner Award of the VTsSPS (All-Union Central Council of Trade Unions) and the Ministry of Railways USSR for having fulfilled its 9-month quota 102.5 percent for locomotive repairs, 111.8 percent for gross output, and 112.6 percent for consumer goods. The plant showed a profit of 2 million rubles in the 9 month period.

Gudok, 17 Dec 52

The Michurinsk Locomotive Repair Plant has fulfilled its 11-month quota 101.2 percent for locomotive repairs and 111.2 percent for gross output.

POLTAVA LOCOMOTIVE PLANT STEPS UP CYLINDER PRODUCTION -- Moscow, Gudok 23 Nov 52

By stepping up its machines to higher speeds, in 1952, the Poltava Locomotive Repair Plant saved more than 100,000 man-hours on the more than 300 locomotive items machined at high speeds.

In 1952, the plant increased its gross output 80 percent and its labor efficiency 56.6 percent over 1940. Losses due to rejects in the foundry were cut 38 percent for cast iron and 9.8 percent for brass. Instances of incomplete work were cut 6.5 percent below the 1951 level. This latter factor made it possible to cut the layover time of a locomotive undergoing repairs to 50 hours. The plant fulfilled its 10-month quota on 20 October 1952. More than 70 percent of the working force is Stakhanovites.

Kiev, Pravda Ukrainy, 13 Jan 53

In 1951, the Poltava Locomotive Repair Plant produced only seven locomotive cylinders a month. Today, it is producing 20-25 cylinders a month. It pledged to produce at least 40 cylinders per month in 1953 and fulfill its quota of the Fifth Five-Year Plan in 4 years. To achieve this, it has pledged to increase its designed capacity 10 percent in 1953. In the fourth quarter of 1952, the plant held first place among locomotive repair plants.

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- 4 -

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